



Pioneer

73' (22.25m) 1967 Custom George Moore Custom 73' LR Trawler
Victoria British Columbia Canada



OVERVIEW

Manufacturer:	Custom	Hull Material:	Fiberglass
Engines:	2 CUMMINS	Cruise Speed:	9 Knots
Engine Model:	NH250	Max Speed:	11 Knots
Engine HP:	250	Cabins/Heads:	3 / 2
Beam:	20' 6"	Fuel Type:	Diesel
Max Draft:	6' 6"	Fuel:	3950 G (14952.37 L)
Water:	1000 G (3785.41 L)		

Call for Price



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Data Sheet

Category: Long Range Cruiser
Subcategory: Expedition Yacht
Condition: Used
Model Year: 1967
Refit Year: 2012
Documented Year: 1967
Beam: 20'6" (6.25m)
Max Draft: 6' 6" (1.98m)
LOA: 73' 6" (22.40m)
LWL: 70' (21.34m)
Cabins: 3
Sleeps: 8
Single Berths: 4
Queen Berths: 1
King Berths: 1
Full Beam Master: Yes
Head Room: 6' 6"
Heads: 2

Maximum Speed: 11 Knots
Cruise Speed: 9 Knots
Fuel Type: Diesel
Super Structure Material: Fiberglass
Hull Material: Fiberglass
Hull Shape: Displacement
Special Offer: Yes

Gross Tonnage: 115
Dry Weight: 205000 lbs
Stabilizers: Standard
Stabilizer Brand: FINS
Fuel Tank: 3950 gal (14952.37 liters)
Fresh Water: 1000 gal (3785.41 liters)
Holding Tank: 50 gal (189.27 liters)
Builder: George Moore
Designer: George Moore
Exterior Color: White
HIN/IMO: 01000067
In Stock: Yes

Engines/Generators

Engine 1

CUMMINS
NH250
Inboard
250HP
186.43KW
Fuel: Diesel
Location: Port

Engine 2

CUMMINS
NH250
Inboard
250HP
186.43KW
Fuel: Diesel
Location: Starboard

Summary/Description

NEW PRICE - This beautiful Custom Long Range Trawler, was built for luxurious comfort, but to take on open ocean crossings and coastline exploration. Designed by British Naval architect George W. Moore, Pioneer's engine room was designed like a ship. 12 fuel tanks & 80 kWh generator power

A GREAT OPPORTUNITY JUST CAME UP

PRICE REDUCED TO \$550,000 CAD

Ignition Marine Yacht Sales is pleased to announce this beautiful Long Range 74' 7" (22.8m) Custom passage maker, has just been reduced in PRICE!!

Presenting a magnificent off-shore vessel ordered by Mr. William Weinberg in the early 1960s and meticulously crafted by George Moore. This exceptional yacht boasts unparalleled craftsmanship and luxury that defined an era. She was built to easily cruise across from California to Hawaii, because of Mr. Weinberg's business dealings in both areas. But she has seen many other adventures over time. She has been chosen many times as the yacht leading the Del Rey Yacht Club's prestigious Regatta to Acapulco. Has taken students out on discovery trips to remote southern islands. In movies with Harrison Ford and in the series Hart-to-Hart. Now located in the Pacific Northwest exploring the breathtaking coastlines of Canada and up to Alaska. This vessel embodies a legacy of adventure and elegance. The Naval Architect - GEORGE W. MOORE - was given this project in the 60s and "PIONEER" became a reality. George W. Moore's background comes from being part of reestablishing the Royal British Naval fleet after WWII. His extensive knowledge of how to build a ship, not a boat, was very important to Mr. Weinberg. This vessel was built for the purpose of crossing oceans, and it was a must to have an exceptional long range. But the living space was not to be neglected and had to have a particular style according to Mr. Weinberg's tastes. Finalizing a build location and sourcing out the best equipment and materials was figured out and the Kettenburg yard was it. During 1964 to 1967 they created this masterpiece. "PIONEER" was launched from San Diego. "PIONEER" has left her mark where ever she has landed. Many trips back and forth to Hawaii. This vessel has history and an amazing story. The beautiful interior with gorgeous teak, dark walnut and mahogany throughout, made every trip very comfortable. The exterior deck creates a fabulous spot to dine out and enjoy. The engine room is so well designed that little has changed there. Engine rebuilds took place in 2012. Tank cleaning in 2022. Hull maintenance over the years is minimal. The 6" hull design is fiberglassed in a very special way. Remember Mr. Moore built war ships. The 6" hull is multiple layers, inside and outside of Woven Roving with "Hetron 92" polyester flame retarded resin fiberglass. Then in between this is filled with Flyash up to 3' from bottom and then a Micro Ballon dense resin is poured into voids. Nothing is going to make a dent in that hull. The whole bottom contains 12 fuel tanks holding 4,000 gallons of diesel. You bring along your own Esso station.....Hit the ignition and off she glides along, so smooth and quietly. "PIONEER" is a gem and there is nothing like her. "PIONEER" is currently for sale and has been reduced again to make this affordable for you. If you are looking for that special yacht, give me a call.

Mechanics

The vessel's walk-in mechanical space is located mid ship and is a true workshop allowing great access to the heart of Pioneer. Three water tight/sound proof doors gives you access to the space. The room includes the main engines, generators, fuel transfer pumps & polishing for 12 fuel tanks, New Lithium battery bank, fully equipped marine workshop, electrical panels, hot water system, water maker, 100gal bulk oil tank, stabilizers.

- Twin Cummins NH-250 (250 hp) naturally aspirated & fresh water cooled

- Rebuilt in 2012 with very little hrs afterwards
- Dry stack w/flybridge deck funnel
- Twin Disc MG509 marine transmissions - 2 to1 ratio
- 2" Drive shafts made from Monel Steel
- 5 blade bronze props w/x2 spares included
- X3 cutlass bearing supports per shaft
- Fuel polishing system in place - All fuel passes through a polishing/filtering system before entering day tank
- Secondary Dahl #200 fuel filter/water separator after day tank plus engine pump filtration
- Well ventilated engine room via x2 high speed blowers bringing in fresh air from flybridge
- Pacific Products Mark VIII Sea Level active hydraulic fin stabilizers (requires servicing)
- Complete marine workshop included in the engine room
- Jabsco/Mansfield bilge pumps - plus emergency high output
- Extensive supply of spare parts

Hull Design

- The hull was designed to maximize strength, performance and safety while encountering various sea conditions. Designed by a British Navy Engineer who builds torpedo proof hulls
- Full displacement hull
- Raked stem and flared bow
- Multiple fiberglass layering made up of 24 oz woven roving saturated in polyester "Hetron 92"
- Hull thickness est. 6" includes fiberglass outside and inside layers. The middle filled with flyash. Stronger than concrete.
- 10,000 lbs of lead distributed into the keel before finishing
- The hull was further designed with the bottom carrying 12 fuel tanks. Pioneer carries her own fuel station
- Watertight doors were included at each bulkhead and engine room

Performance

Range est - 3300 miles

Both Engines:

- 1600 RPM 8.5 kts, fuel consumption 1.2 GPM including 1 generator
- 1800 RPM 9.5 kts, fuel consumption 1.5 GPM including 1 generator
- 2400 RPM 10.5 kts - fuel consumption Not Recorded

Single Engine:

- 1600 RPM 7.0 kts, fuel consumption 0.6-0.8 GPM including 1 generator
- 1800 RPM 7.8 kts, fuel consumption 1 +/- GPM including 1 generator
- 2400 RPM - Not Recorded

Ship Layout

Three level vessel, starting up top, the open flybridge w/helm. The Main deck includes the main living quarters, the wheelhouse, a full-walk around covered exterior deck and the cockpit dining space. Lower level includes the staterooms, heads and engine room

Upper deck

- Beautiful sundeck with bench seating
- Newly updated upholstered cushions
- Helm station
- Large open space to carry water toys and storage
- x2 Freezers
- Isolated Ice-box
- 2,000 lb electric davit
- Engine room venting
- Engine stack
- Complete Sunbrella winter cover

Main Deck

- Full covered walk-around side decks
- Bow access to windlass and chain locker
- Cockpit includes dining table and seating & laundry
- New LED ceiling lighting added into the cockpit and side decks
- Pass-through to the galley
- Molded staircase leading to the upper deck or the aft staircase leading down to swim grid
- Surrounding the vessel are teak capped safety rails at waist height
- Interior space is accessed through cockpit or pilothouse doors. Also access can be achieved with two smaller doors from upper deck
- The interior layout is bright and open with many large evenly spaced marine windows(New window coverings 2024)
- Salon has new styled sofa, flat screen tv and sound system
- Easy access to the galley
- Aft staircase leads down to Master suite, head and 2nd guest suite
- Forwards staircase leads down to the forward stateroom, 2nd head, pantry and the engine room
- The private wheelhouse is located forward of the salon and accessed through a beautiful solid wood door
- Various cabinets and storage built in along the walls

Lower Deck

- Private Master suite - full beam aft
- King size bed with comfort mattress
- Rich cherry wood dressers, desk and under bed storage
- Decorative doors accessing hanging closets
- Large opening portlights allowing for fresh air
- Newly updated master head w/full standup shower
- 2nd guest room nearby
- Forward and in the bow is the main guest suite, freshly renovated with a queen bed
- 2nd head located forward
- Walk-in pantry
- Engine access

Galley & Laundry

Galley Equipment

- Large tiled Galley located to starboard

- Refrigeration - Frigidaire Professional S/S(New)
- Freezers - Added to the top deck(New)
- Stove - JennAir 4 burner electric w/oven
- 2nd Oven - Breville countertop
- Microwave - MVP IV
- Dishwasher - Magic Chef
- Outdoor BBQ - Propane
- Pantry - Large lower level, walk-in, food storage pantry w/aluminum shelving
- Trash Compactor - Braun

Laundry Equipment

- Frigidaire washer & dryer in separate exterior cabinet

Wheelhouse

- Wheelhouse located forward of the salon
- Beautiful bench seating to starboard
- Solid wood staircase leading to upper deck
- Port & Starboard doors to outside main deck
- Centered captain's chair in front of the wheel and includes an optional jog steering wheel
- Wagner hydraulic steering
- Morse control shifter and throttle
- New Garmin GPSmap 1242xsv chartplotter w/radar overlay
- AIS, Depth, Speed, Distance
- ComNav Commander Autopilot
- Victron Energy power usage digital display
- ICOM VHF radios
- Magnetic compass
- Full engine instrumentation/gauges panel
- Rudder indicator
- 2 mile 1,500 W search light
- Dual Kahlenberg Commercial air horn

Tankage & Fuel System

- Diesel Fuel Mains - x11 fiberglass tanks - 3925 gal (inspected and cleaned 2022)
- Diesel Fuel Day Tank - 10 gal x1 Stainless Steel
- Petro - 100 gal fiberglass built into aft deck
- Bulk engine oil - 100 gal Stainless Steel (engine room)
- Fresh Water - x2 500 gal fiberglass (1,000 gal total)
- Hot Water - 30 gal
- Holding tanks - x1 40 gal & x1 10 gal
- Grey water tanks - x1 aft & x1 forward
- Water Maker: Makes 25 Gal Per Hr - Evapo system

Pioneer's 12 fuel tanks are configured with 4 on each side and 4 down the middle. (numbered... S 1-4, C 1-4, and P 1-4). There are no fuel tanks below the starboard and port bilges which are on either side of the center fuel tanks (C-2 & C3) and inboard of the starboard and port fuel tanks.

Fuel tanks C 2 & C 3 are the main tanks (approximately 900-1200 US gallons each) for balanced storage when the fuel capacity drops to some point around 50%+/- . Both C 2 & C 3 have heavy duty large commercial gauges that are

connected to fuel float sensors in each tank.

Tank C 2 fuel tank is connected (plumbed) to the 2 fuel circulating pumps and one manual fuel pump which when turned on operates continuously polishing the fuel, pumping the fuel through 2 large Luberfiner 750 filters. From the polisher, the fuel moves directly to the day tank, which feeds the running engines. A final cleaning takes place and the fuel passes through a set of DAHL filters, which each engine has in place. Excess fuel recirculates back to tank C 2 at a high volume flow.

The other 10 fuel tanks are much smaller (90-350 gallons) due to their location and the shape of the full displacement hull. They have no fuel level gauges, using a rather simple system to monitor the fuel, which is a 6"-8" chain ring that is placed over the individual tank's on/off brass suction valve after the tank's fuel has been transferred to C 2 (or to another tank). There are 2 larger fuel transfer pumps for high speed transferring of large quantities of diesel fuel from one tank to another. Also, the ability to transfer fuel to another vessel or storage tank.

In addition to the 2 large primary fuel filters, and medium size secondary fuel filters, one for each engine, each engine's fuel pump has a small fuel filter which together add up to an outstanding foolproof system for safe operation of Pioneer in the worst sea conditions and in the event of taking on dirty fuel.

Water, sludge, and the diesel bug have never been an issue. The insulation from the 6" thick F/G hull with built in F/G fuel tanks has eliminated condensation problems and any chance of fuel tank issues.

Ground Tackle

- IDEAL Windlass 2000 lb. - newly reinforced steel backing plate
- 450 ft 5/8" chain
- 208 lb CQR styled anchor
- Spare anchors - 90 lb Danforth & 35 lb Danforth
- Extra chain and rode for backup
- Chain locker refurbished 2022

Electrical

- Ships electrical system is set up for 115 V, 230 V and now converted 24V
- Hubbell/Marinco 30 Amp & 50 Amp/230 V.
- x2 Cummins JN130 Marine diesel generators -40 kW (rebuilt in 1990s & top end 2000)
- Engine alternators 24V/50 Amp - New in 2022
- Recent - updated Lithium Ion house bank - 2 V x 54
- Recent - Lead acid starter bank - 6 V x 4
- Victron Energy Skylla-TG 24 V, 100 amp battery charger
- Victron Energy Quattro 24/8000/200 inverter charger



































Extra Large Pantry









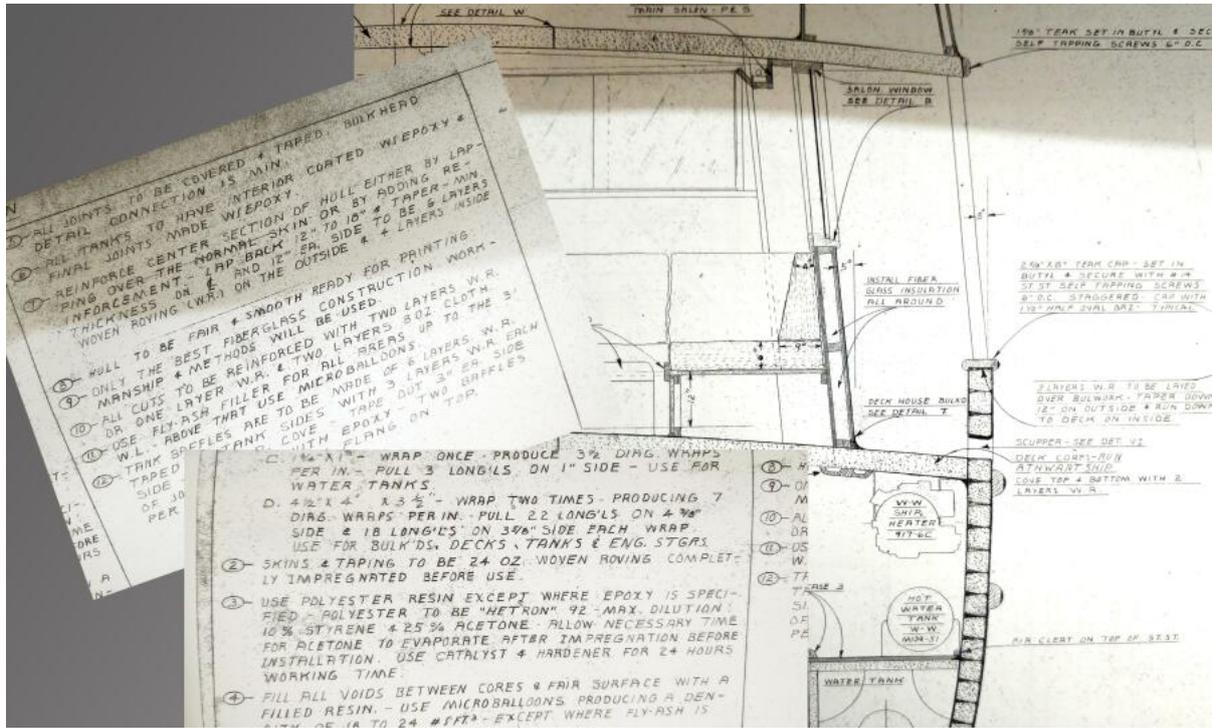




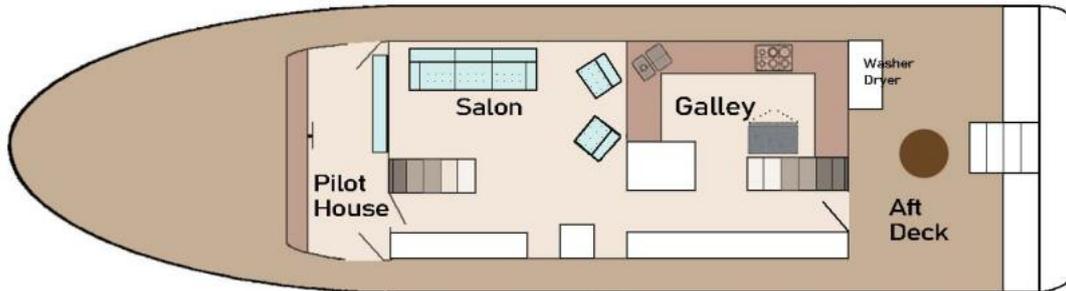




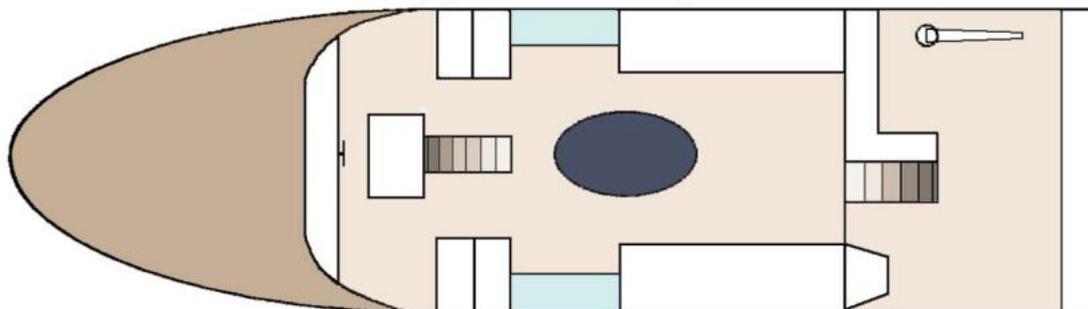




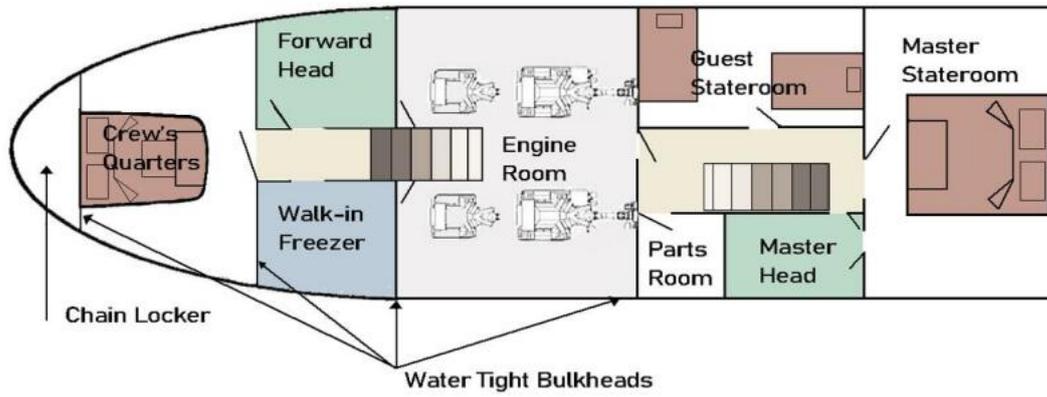
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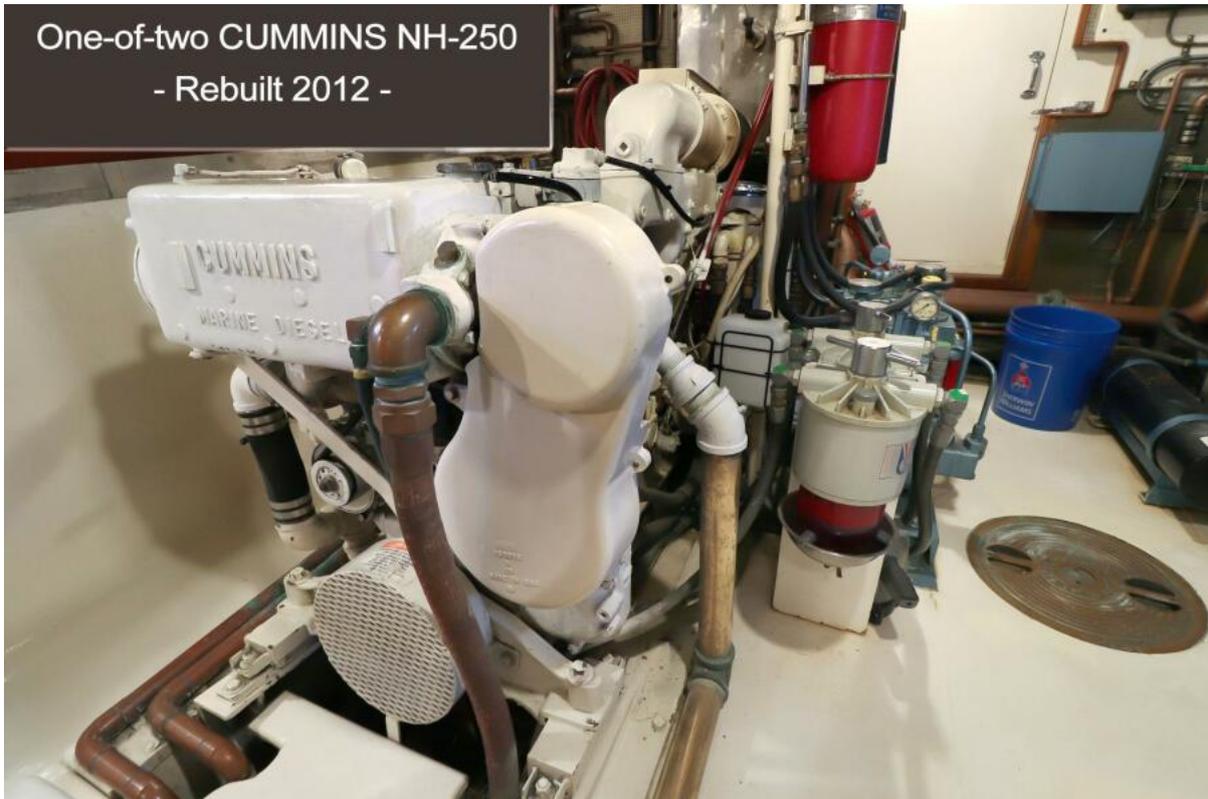
Upper Deck Layout



Lower Layout



One-of-two CUMMINS NH-250
- Rebuilt 2012 -











Fire Suppression System



